

**Planning Commission Comments from the September 9, 2014 Meeting  
The Corners at Brier Creek, A1200008**

<b>Ms. Bielen</b>	Vote approval
<b>Mr. Davis</b>	I vote approval. Based on land use polices. This existing development nearby supports this Plan Amendment.
<b>Mr. Gibbs</b>	Approved as presented, proposed.
<b>Mr. Harris</b>	Voted for approval
<b>Mr. Hollingsworth</b>	Approve
<b>Mr. Miller</b>	<p>I voted against the plan amendment because I am dissatisfied with the way we are interpreting the Comprehensive Plan for development along Highway 70. My fear is that we will choke this major artery with suburban sprawl and commercial development that is entirely automobile-based. I read the comprehensive plan as it pertains to this area as trying to prevent highway oriented strip development by concentrating commercial uses at nodes separated by intervals with no commercial development. My concept of a commercial node is a relatively small cluster of commercial uses designed to serve the immediately surrounding community. It is a planning mechanism that is supposed to combat highway strip development and sprawl. Immediately to the east of this project is Briar Creek, a massive commercial, office and residential complex that is entirely dependent on the automobile. Its commercial components, and there are several distinct centers, are not a “commercial node” as I read the Durham Comprehensive Plan. It is much too big and very poorly served by infrastructure. The 50-acre commercial project proposed by the developer in these applications is not an extension of a commercial node as the staff report suggests that it will be. Instead, it will just make Briar Creek bigger. My own feeling is that it would be better to discourage further commercial development along Hwy 70 in this area and instead encourage it at a major intersection further west. In this way the interval between Briar Creek and the next genuine node in Durham county code be proportionate with size of the Briar Creek development. If we allow large, auto-based commercial centers in every quadrant of every intersection along 70 and justify it by calling them nodes under the Comprehensive Plan, Hwy 70 will be impassable and we will wind up with the very planning mess I believe the Comprehensive Plan was designed to avoid. Rather than amend the plan along 70 piece by piece as development projects come along, I would like to look again at the plan, tighten up definitions of things like commercial nodes, increase the intervals between them, and modify the comprehensive plan to place correctly sized and zoned nodes at the places where they will complement traffic and transit plans and best serve the community.</p>

I voted for the rezoning. After we voted in favor of the plan change to expressly allow the developer's project, it was difficult not to support the rezoning request.

Finally, I reject the applicant's argument that the plan amendment and rezoning are justified by a tax revenue leak. Under North Carolina law, promoting local government tax revenues is not a legitimate purpose of zoning.

**Mr. Padgett**

Excellent project for Durham County we need more developments like this. No reasonable reason to oppose this project! We need more of this.

**Mr. Whitley**

I voted to approval

**Ms. Winders**

This change promotes development of commercial nodes instead of strip development. I voted to approve.